



Supplier "NNK-Bunker"

Физический поставщик ООО "ННК-Бункер"
55, Panshaya str., office 301, Vladivostok, Russia 690091.
tel/fax: +7 (423) 241-1128, e-mail: office@nnk-bunker.ru

Date of delivery
Дата 23.03.2017

Number
Номер 369

BUNKER DELIVERY NOTE

Накладная на поставку бункерного топлива

Name of vessel
Название судна CMA CGM ALMAVIVA

IMO Number of receiving vessel
ИМО принимающего судна 9450648

Barge
Бункеровщик ZALIV NAKHODKA

Port of delivery
Место доставки NAKHODKA

Product/Grade

Характеристики нефтепродукта

PRODUCT/GRADE Наименование топлива		Топливо судовое остаточное экологическое (RMD)
VISCOSITY at Вязкость при	50 °C(cSt)	10.352
QUANTITY Количество	(metric tons)	1 900.00
DENSITY at Плотность	15 °C (kg/m ³)	834.9
FLASH POINT Температура вспышки	(deg. °C)	+167
SULPHUR Содержание серы	(mass. %)	0.051
WATER Содержание воды	(v/v.ppt)	0.2

Start pumping (date/time)
Начало бункеровки (дата/время) 23.03.2017 / 18:15

Finish pumping (date/time)
Окончание бункеровки (дата/время) 23.03.2017 / 23:40

Bunker barge samples seal №
№ пробы пробы бункеровщика: 0073013, 0073014, V541076

Vessel's samples seal №
№ пробы пробы судна: 0073012, V541074, V541077

Vessel's MARPOL samples seal №
№ пробы пробы судна MARPOL: 0073011, V541075

I hereby certify that the due quantities of declared petroleum products have been received by me and filled into engines bunker tanks of my vessel. I am fully aware that the quantity of declared petroleum products are supplied to my vessel as sea stores without payment of customs duty, and shall be used solely by my vessel. I understand that a breach of this condition is an infringement and I hereby take the responsibility for any violation of this statement.

Настоящим подтверждаю, что мною получено и залито в танки машинного отделения надлежащее количество заявленных нефтепродуктов. Я полностью осознаю, что полученное топливо принято как судовой припас без уплаты таможенной пошлины и будет использовано исключительно для нужд моего судна. Я понимаю, что несоблюдение данного условия рассматривается как нарушение, и настоящим беру на себя ответственность за уклонение от выполнения данного утверждения.

Signature and stamp
Captain/ Ch. Engineer

Подпись и штамп
Капитан/Сл. Механик

05E 31 05E

Signature and stamp
Barge

Подпись и штамп
Бункеровщика



BELENKO E.

The fuel oil is in conformity with regulation 14(1) or (4) (a) and regulation 18(1) of Annex N° VI MARPOL 73/78.

Поставленное топливо соответствует правилу 14(1) или (4) (а) и правилу 18(1) Приложения N° VI MARPOL 73/78.

Marine fuel oil supplier
Поставщик судового жидкого топлива

LLC «NNK – BUNKER»

CMA CGM

LETTER OF PROTEST

From: Chief Engineer

Vessel Name: CMA CGM ALMAVIVA

IMO No. : 9450648

Port Name : NAKHODKA

Location within Port : ANCHORAGE

To : The Master and Cargo Officer

Bunker Tanker : ZALIV NAKHODKA

IMO No. : 8906951

Licence No. :

Supplier's name :

Grade ordered : RMD 80

Quantity ordered: 1900 MT

Quantity Received: 1900 *MT

*MT Subject to laboratory analysis for density and water.

On behalf of our company and/or charterer(s) we hereby issue this "Letter Of Protest" for the item(s) ☐ ticked below:
(more than one item may be ticked off accordingly)

☐ **SAMPLING**

- ☐ Supplier refused to witness sampling at point of Custody Transfer at the vessel's manifold (not MARPOL compliant).
☐ Ship's staff was not invited to witness the taking of commercial samples on board the bunker barge.
☐ Supplier refused to counter-seal vessel's samples which were sub-divided from the primary sample.
☐ Supplier refused to allow counter-seal of the supplier's samples sub-divided from the primary sample.
☐ Supplier refused to record seals/counter-seal numbers on to the BDR.
☐ Supplier did not provide a Marpol sample according to MEPC.182 (59) for sampling of fuel oil for determination of compliance with the Annex VI of Marpol 73/78.

☐ **BUNKER QUANTITIES**

- ☐ The vessel's measured quantity was _____ MT but the BDR showed _____ MT was delivered.
We are protesting that the vessel received only _____ MT of fuel of _____ Grade.
☐ Ship's staff were not invited to witness barge tanks soundings and temperatures before / after the delivery.
☐ The vessel received insufficient supply of ordered bunker quantity.
The quantity delivered was _____ MT of _____ (Grade) compared with the Quantity Ordered which was _____ MT of _____ (Grade)

☐ **BUNKER QUALITY**

- ☐ Grade of the fuel stated on the Bunker Requisition Form or Bunker Delivery Receipt was not that ordered by the vessel.
☐ High Sulfur FO exceeds 3,50%. Non-compliant according to resolution MEPC.181(59) under the Revised Marpol Annex VI.
☐ ULSFO > 0,10%. Non-compliant according to EU Directive 2012/33/EC
☐ ULSFO > 0,10%. Non-compliant with the North American ECA requirements & California OGV Fuel Regulation
☐ MGO Sulfur > 0,10%. Non-compliant according to EU Directive 2012/33/EC
☐ MGO Sulfur > 0,10%. Non-compliant with the North American ECA requirements & California OGV Fuel Regulation

☐ **CAPUCCINO BUNKERS - EXCESSIVE AIR BLOWING**

There is excessive and prolonged air pumping into the bunker delivery line inspite of our objections. This has resulted in "cappuccino bunkers" with artificially inflated closing soundings. Excessive air pumping as evidenced by the loud cavitation sounds from the cargo pump, fluctuating compound gauge readings and swinging bunker hose was recorded during / / starting at / / hours and stopping at / / at / / hours.

☐ **OTHERS REASONS**

- ☐ Bunker barge failed to deliver the fuel at the agreed pumping rate.
☐ Bunker barge failed to arrive at the ship at the agreed time and caused a delay of / / hours.

☒ **Other observations:**

Supplier refused to have following mandatory remark :

For volume at temperature observed, final quantity subject to lab tested density reported on their BDN

PLEASE NOTE :

We reserve the right of recourse to your company at a future date and hold you fully responsible for any direct and consequential damages to the vessel, crew, cargo and environment that may result from the said defaults in bunkering protocol, processes and incidences noted in the tick box(es) ☐ above.

This Protest Note was presented to the Master/Cargo Officer of the Bunker Tanker.

It was ☐ Accepted and Acknowledged Below or ☐ Refused.

Instructions to the Master of the Receiving Vessel

A crew member or the surveyor (if present) should sign as witness of this document having been presented and accepted or refused by the Supplier. Send a copy to your office for submission to the relevant Port State Control.

Signed by Master of vessel for and On behalf of
Owner / Charterer.

Date: 24.03.2017 Time: 02:55

Signed by Bunker Tanker Master/Cargo
Officer's Name and Stamped

Date: / / Time: / /